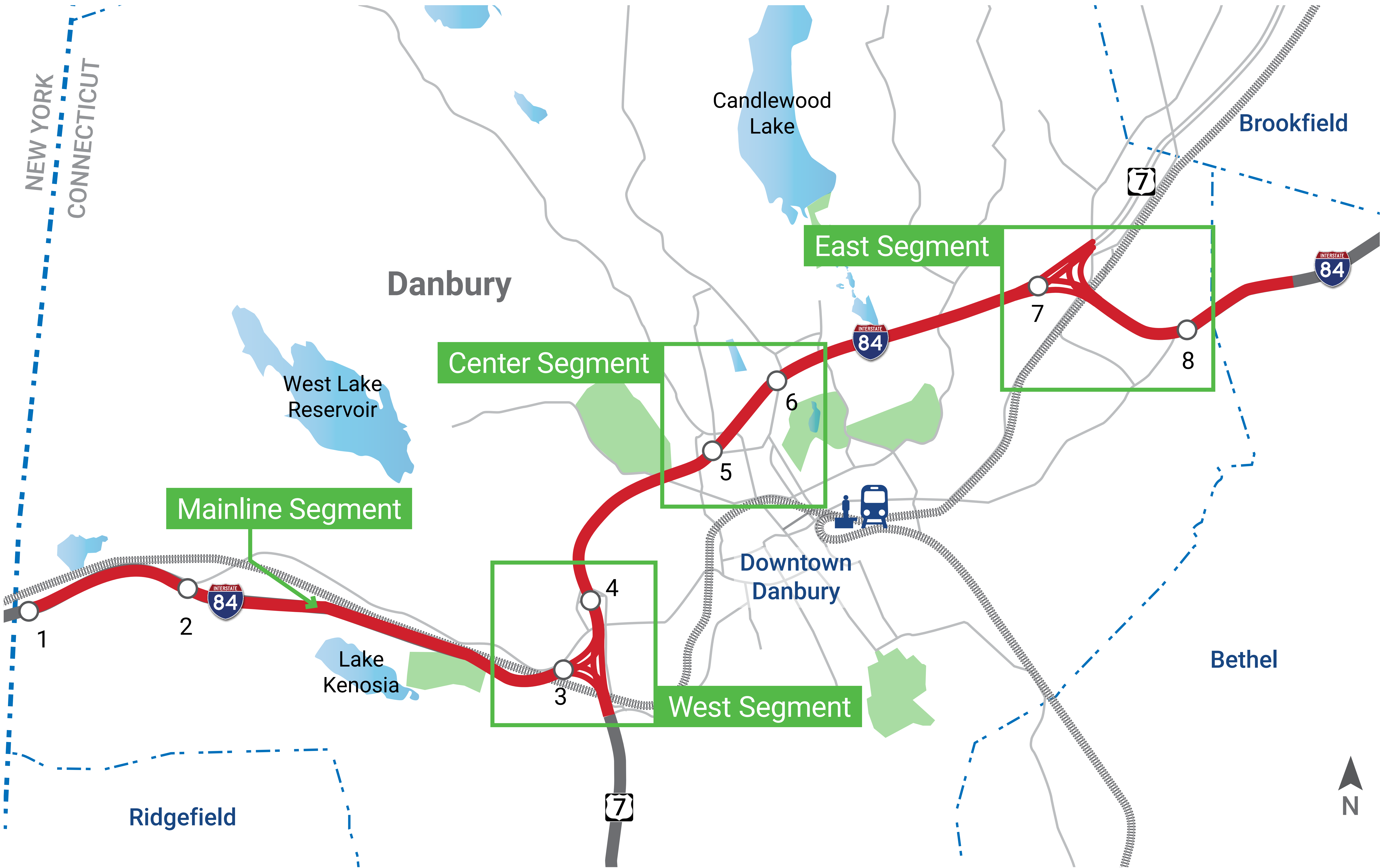


Study Limits



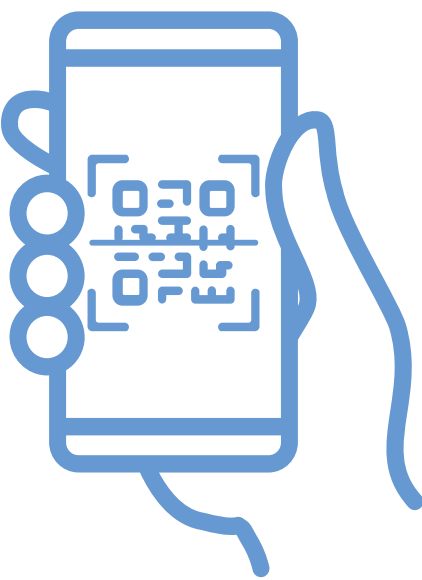
I-84 Danbury is a PEL Study

What is a PEL Study?

- Planning and Environment Linkages (PEL)
- Federal Highway Administration recognized process
- Connects transportation planning and environmental/community concerns



Image Credit: FHWA, www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx



More
information:

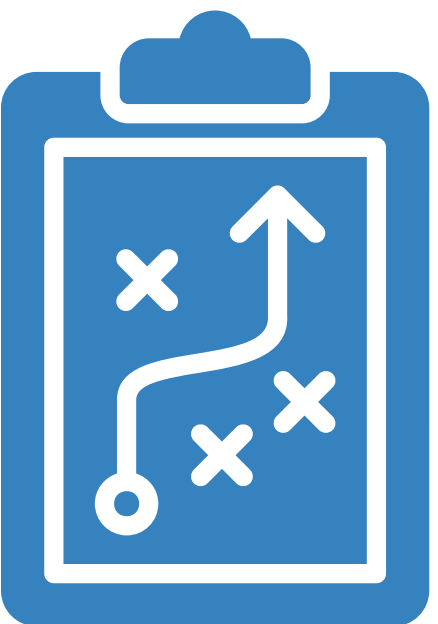


Informational
video:



The term “PEL Study” represents a Planning and Environment Linkages analysis that follows Federal Highway Administration guidance. The study transitions from long-range planning to the upcoming environmental review process by assessing local conditions and developing alternatives. The Connecticut Department of Transportation may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C to Title 23 U.S.C. § 168(d)(4).

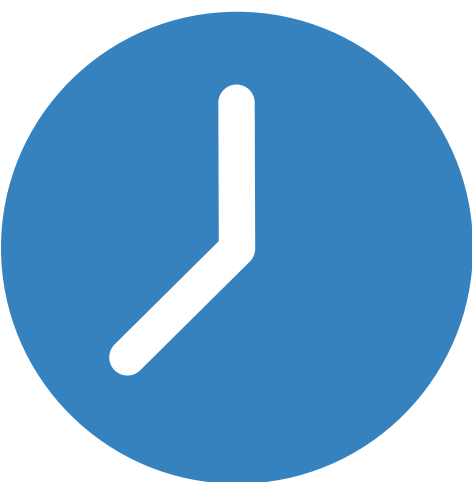
Benefits of PEL Studies



Streamlines efforts from planning into National Environmental Policy Act (NEPA)



Fosters relationships among agencies and the public



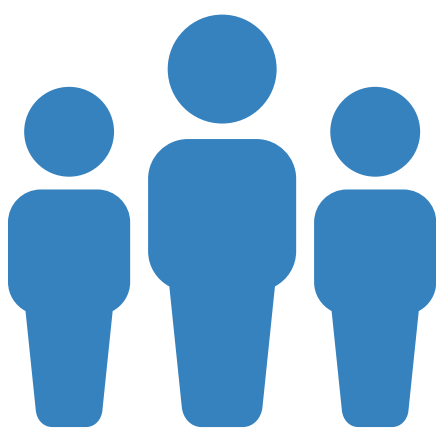
Shortens timelines for NEPA review and project delivery



Engages non-transportation agencies in decision-making process



Stimulates the development of new tools



Creates better real-world outcomes for community



Helps identify stakeholders early in the process

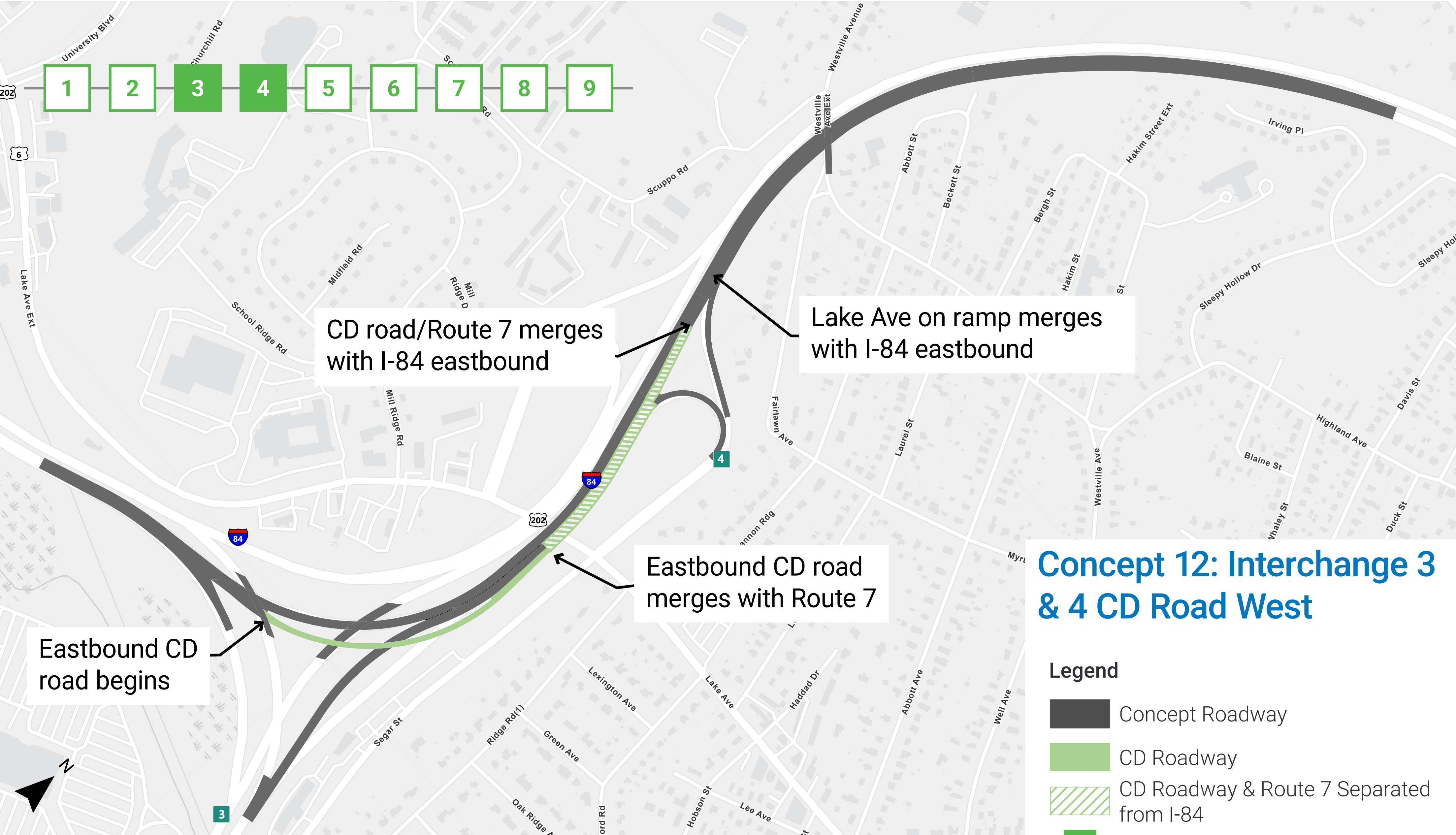
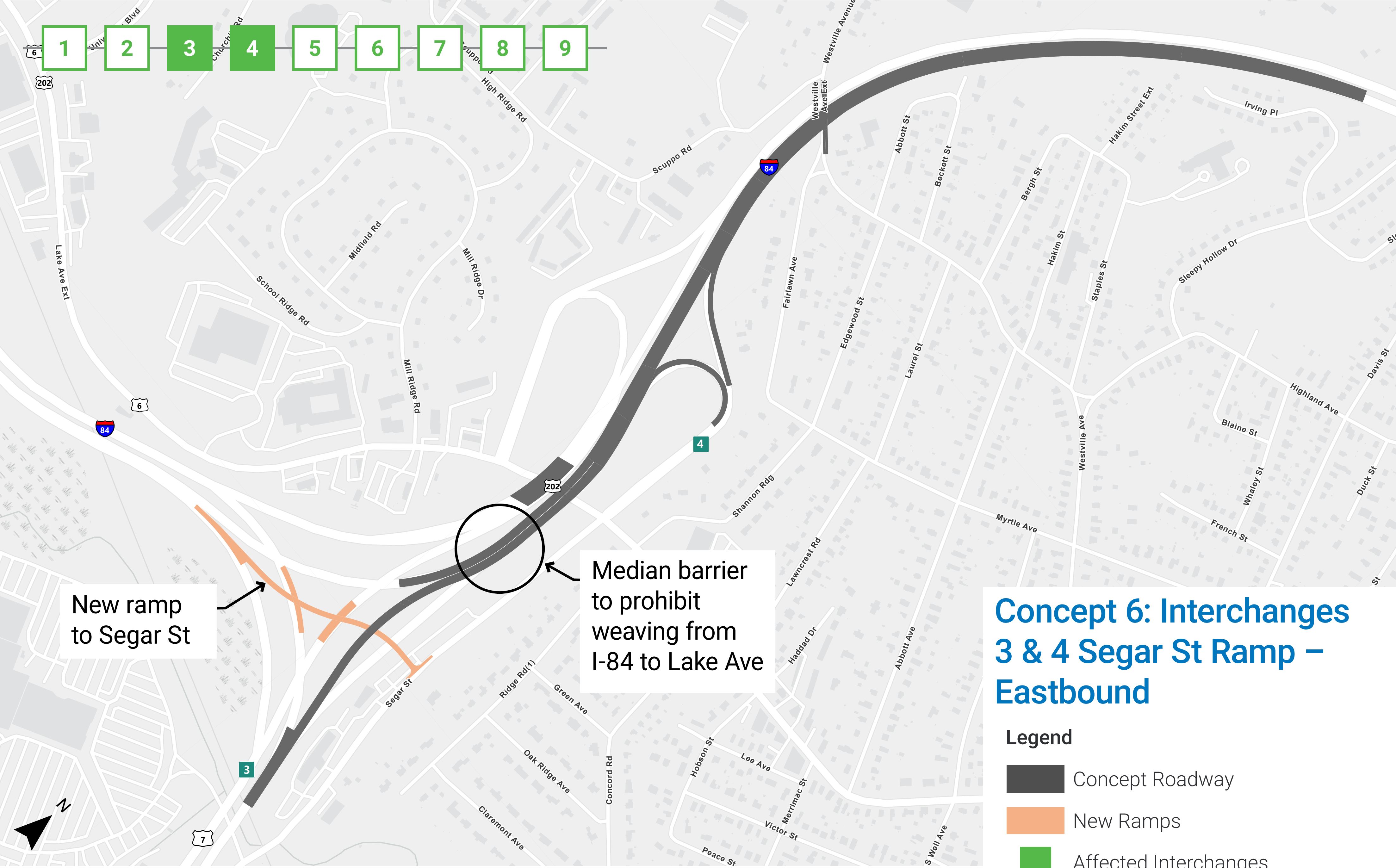


Improves planning products that improve the NEPA process

Concepts Near Exits 3 & 4

West Segment

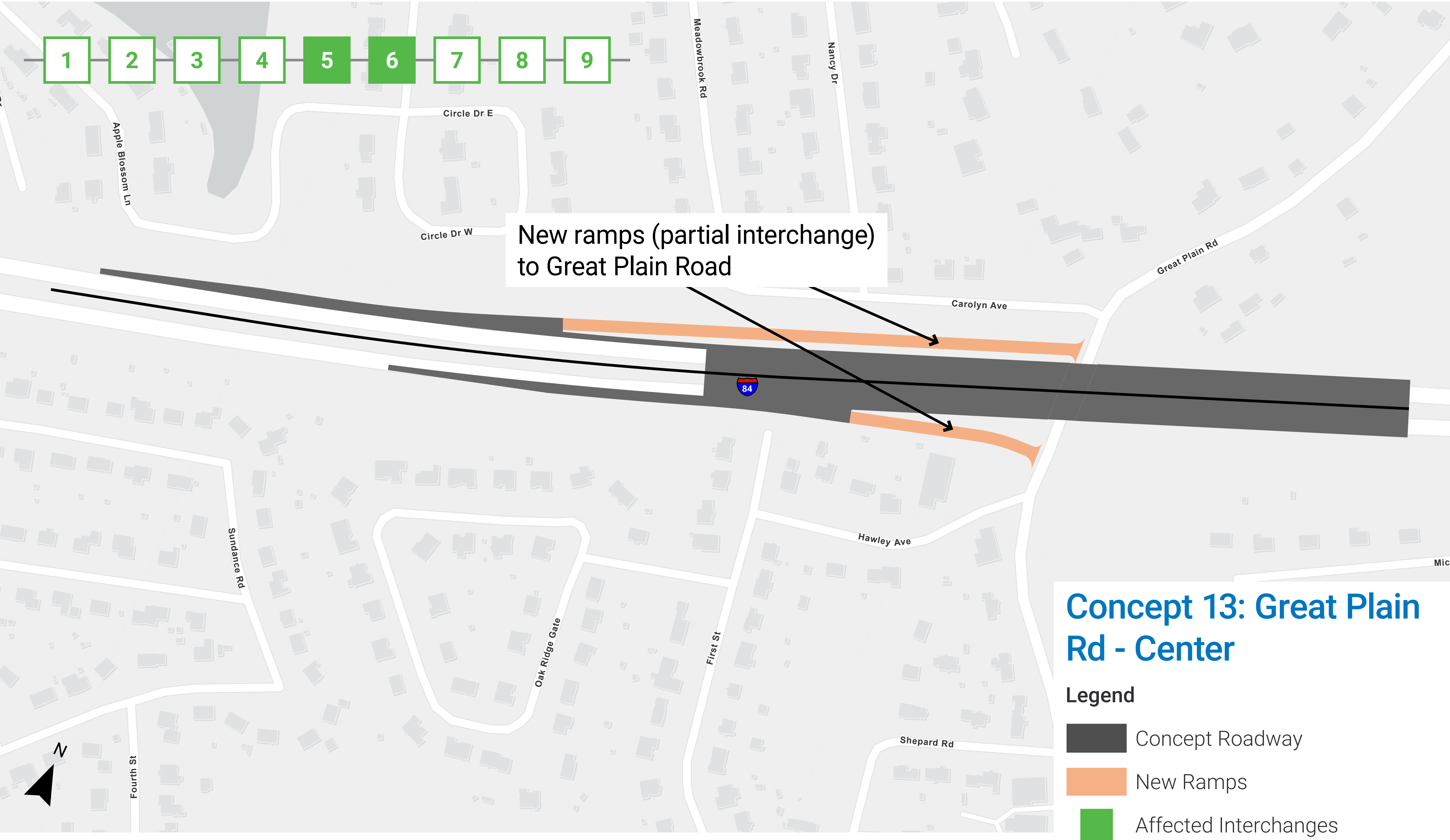
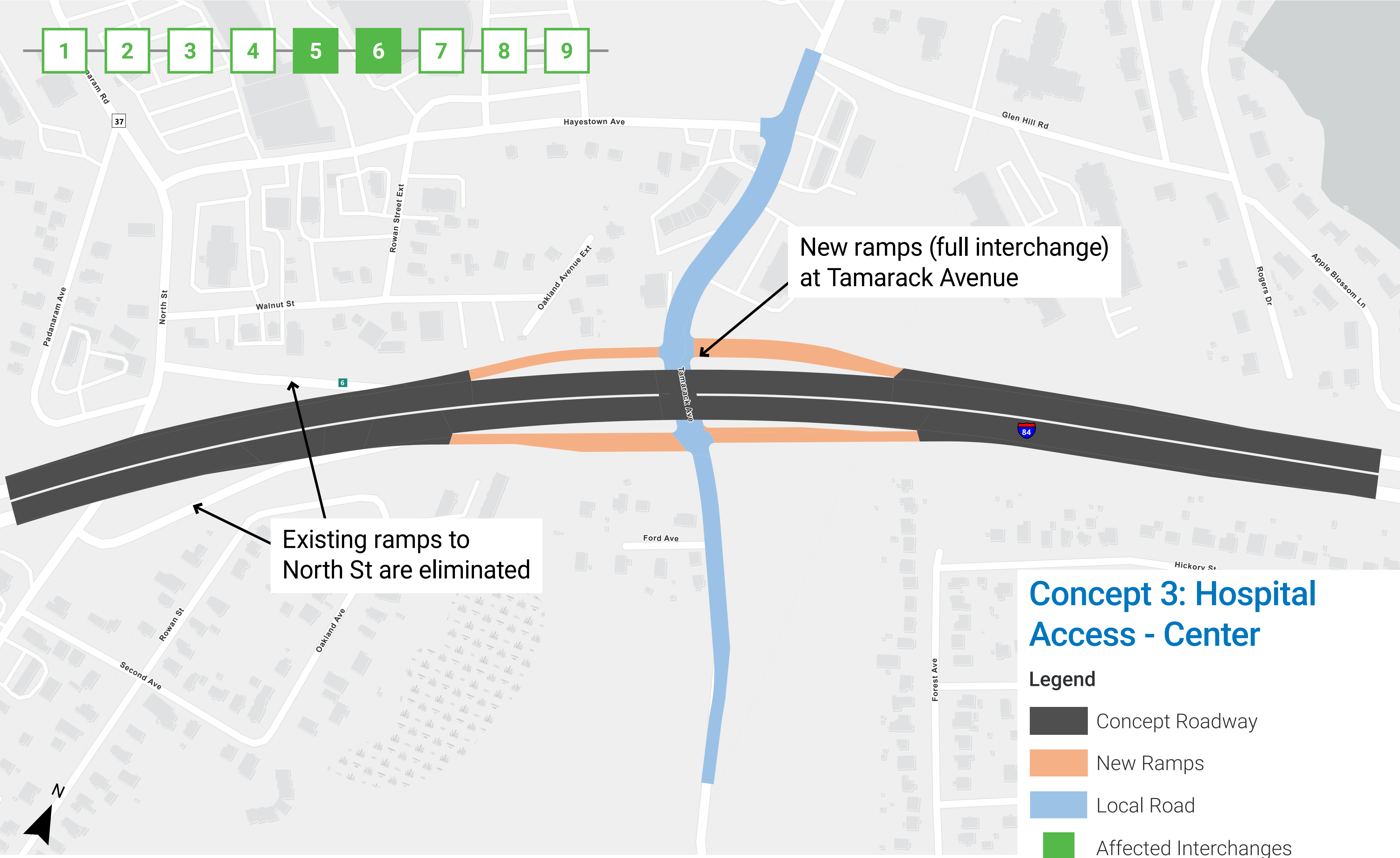
Maps are not to scale



Concepts Near Exits 5 & 6

Center Segment

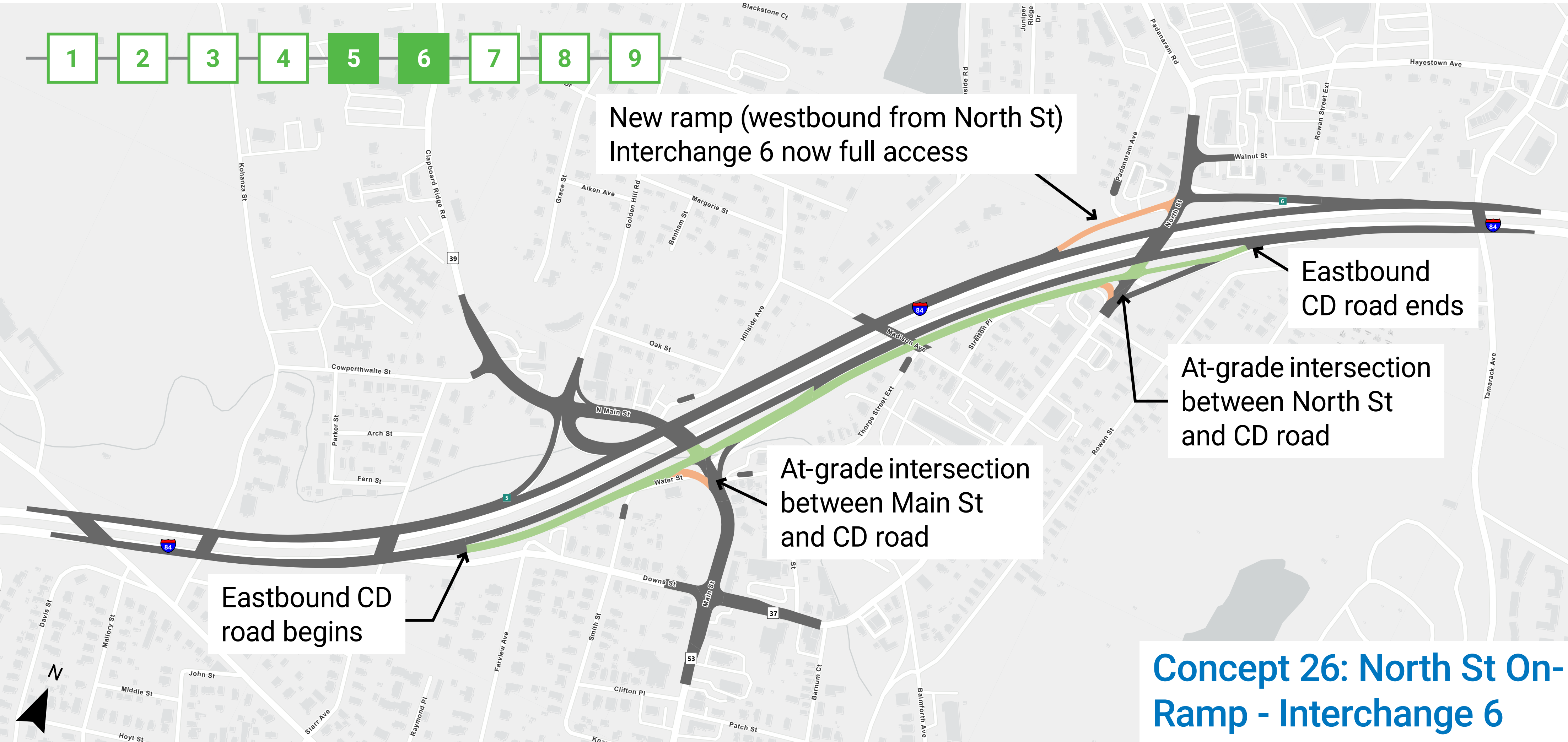
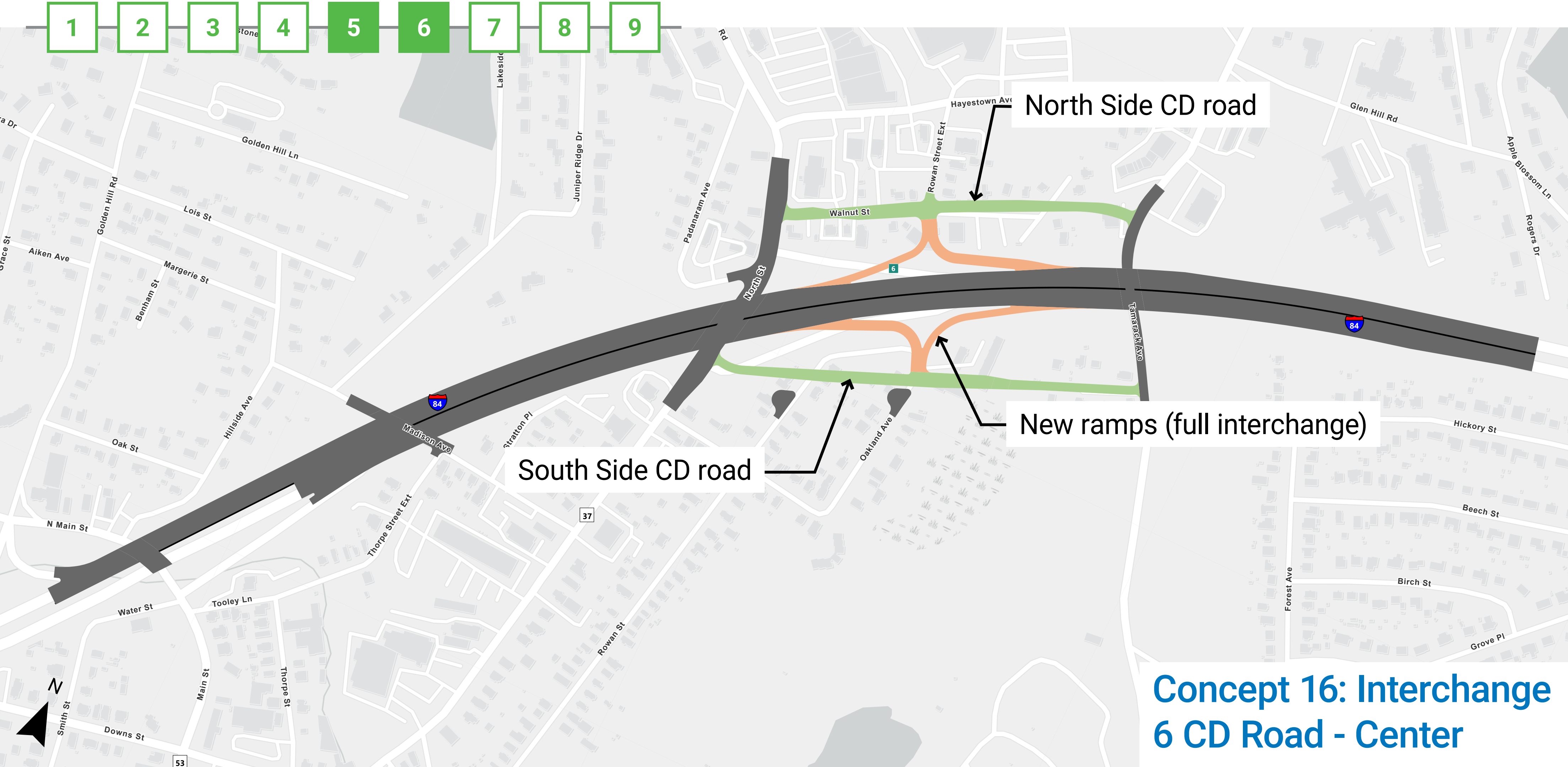
Maps are not to scale



Concepts Near Exits 5 & 6

Center Segment

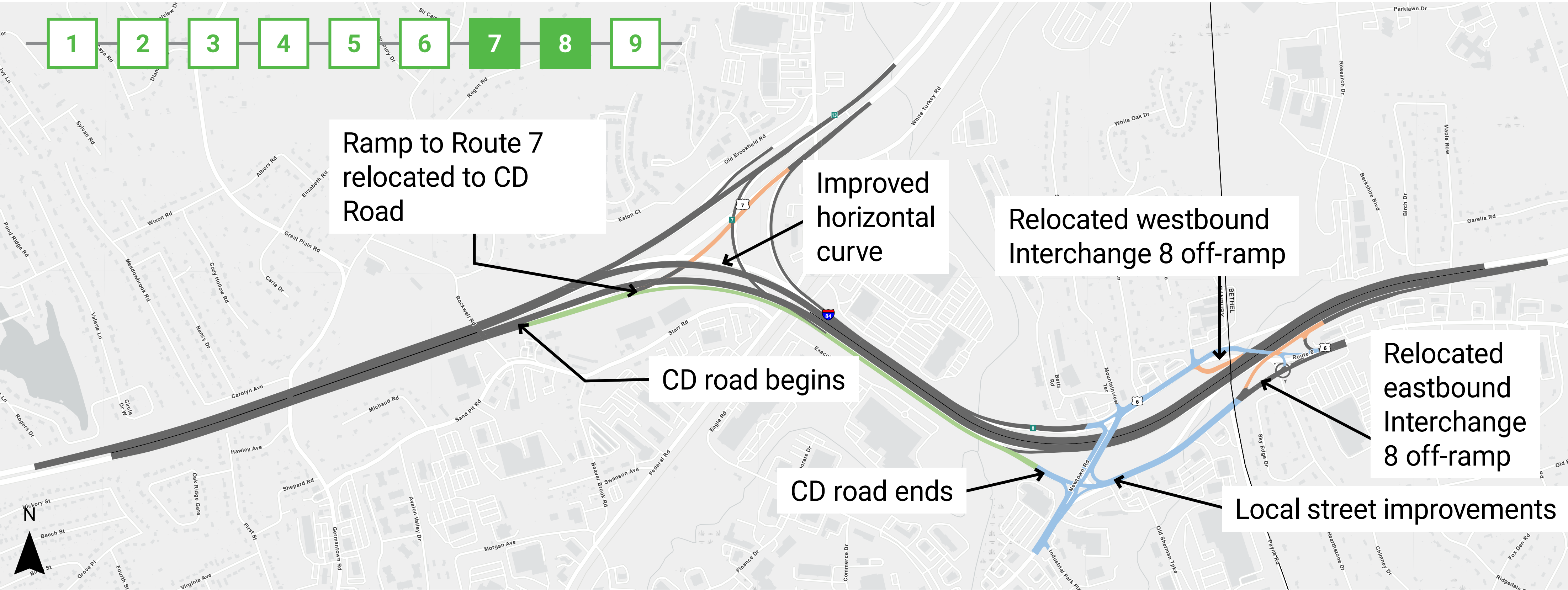
Maps are not to scale



Concepts Near Exits 7 & 8

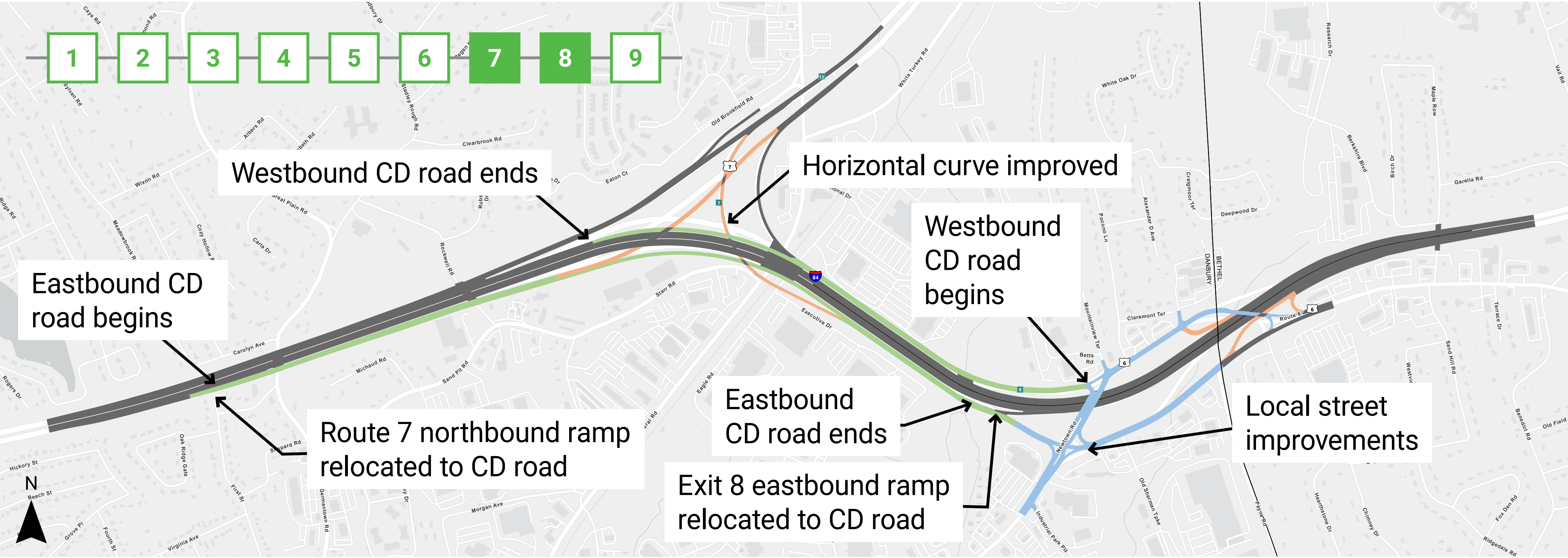
East Segment

Maps are not to scale



Concept 14: CD Road Eastbound - East

- Legend
- Concept Roadway
 - New Ramps
 - CD Roadway
 - Local Road
 - Affected Interchanges

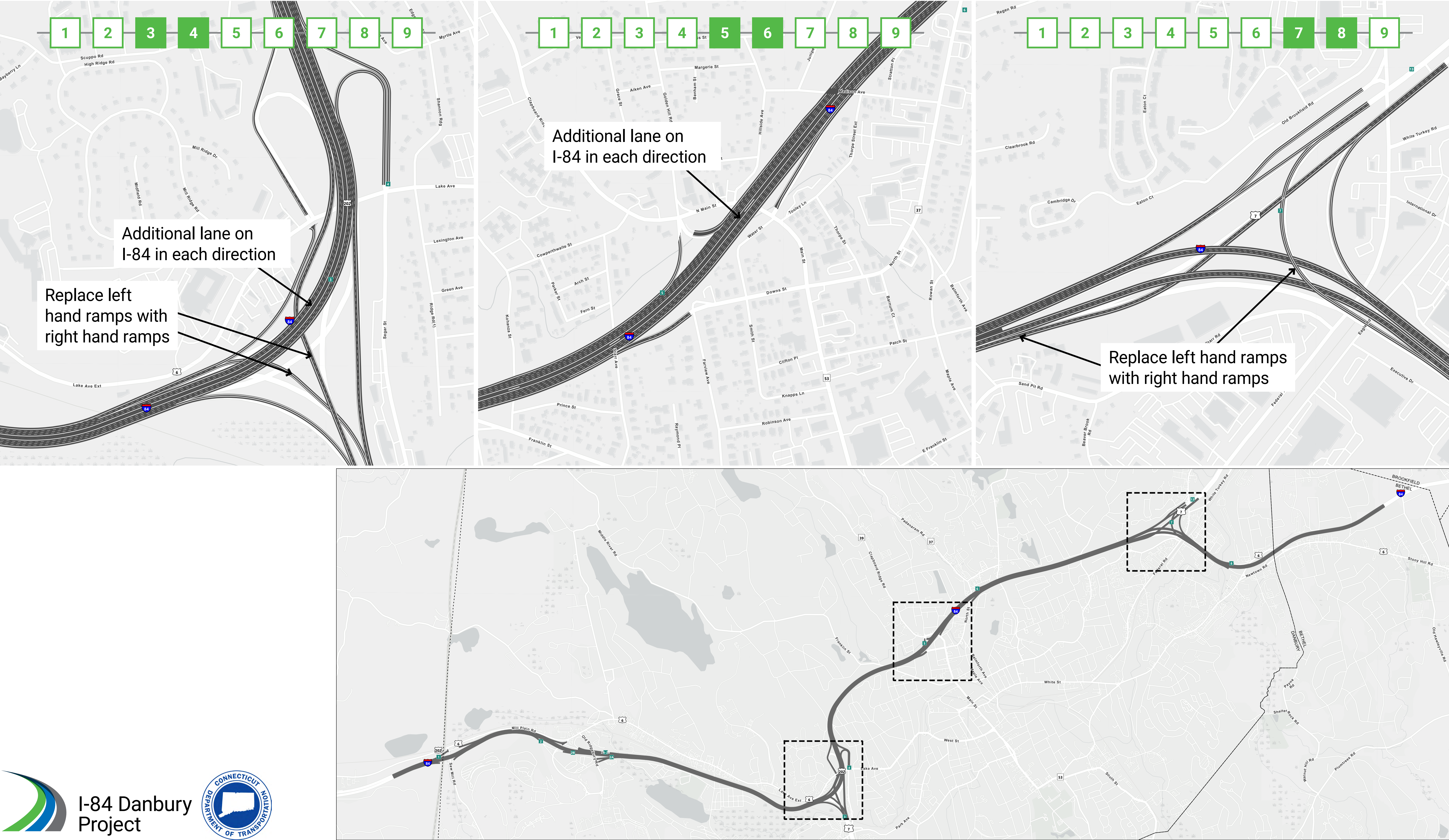


Concept 15: CD Road - East

- Legend
- Concept Roadway
 - New Ramps
 - CD Roadway
 - Local Road
 - Affected Interchanges

Mainline Concept 1

Concept 1: Lane Add - Mainline

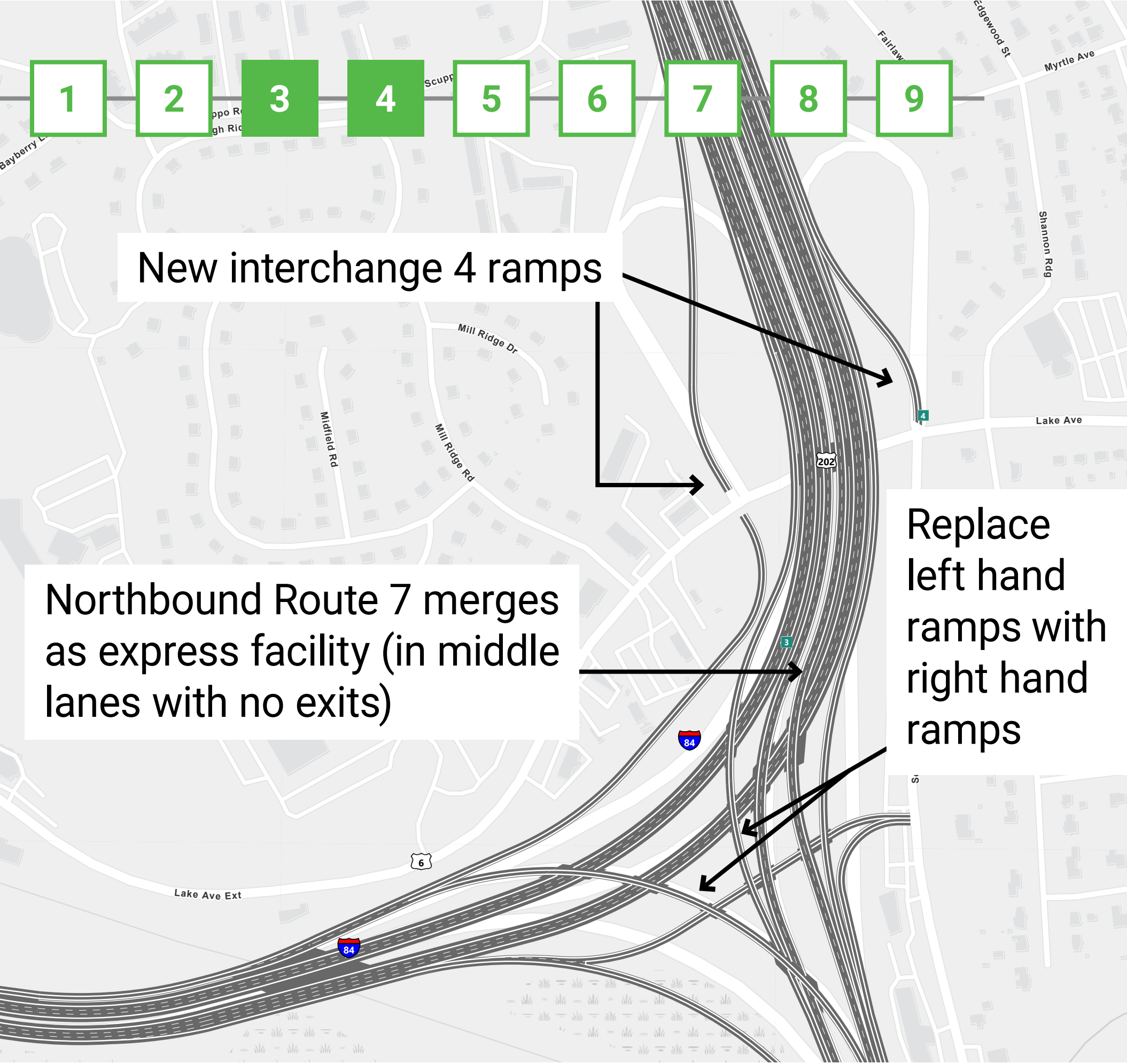


Mainline Concepts

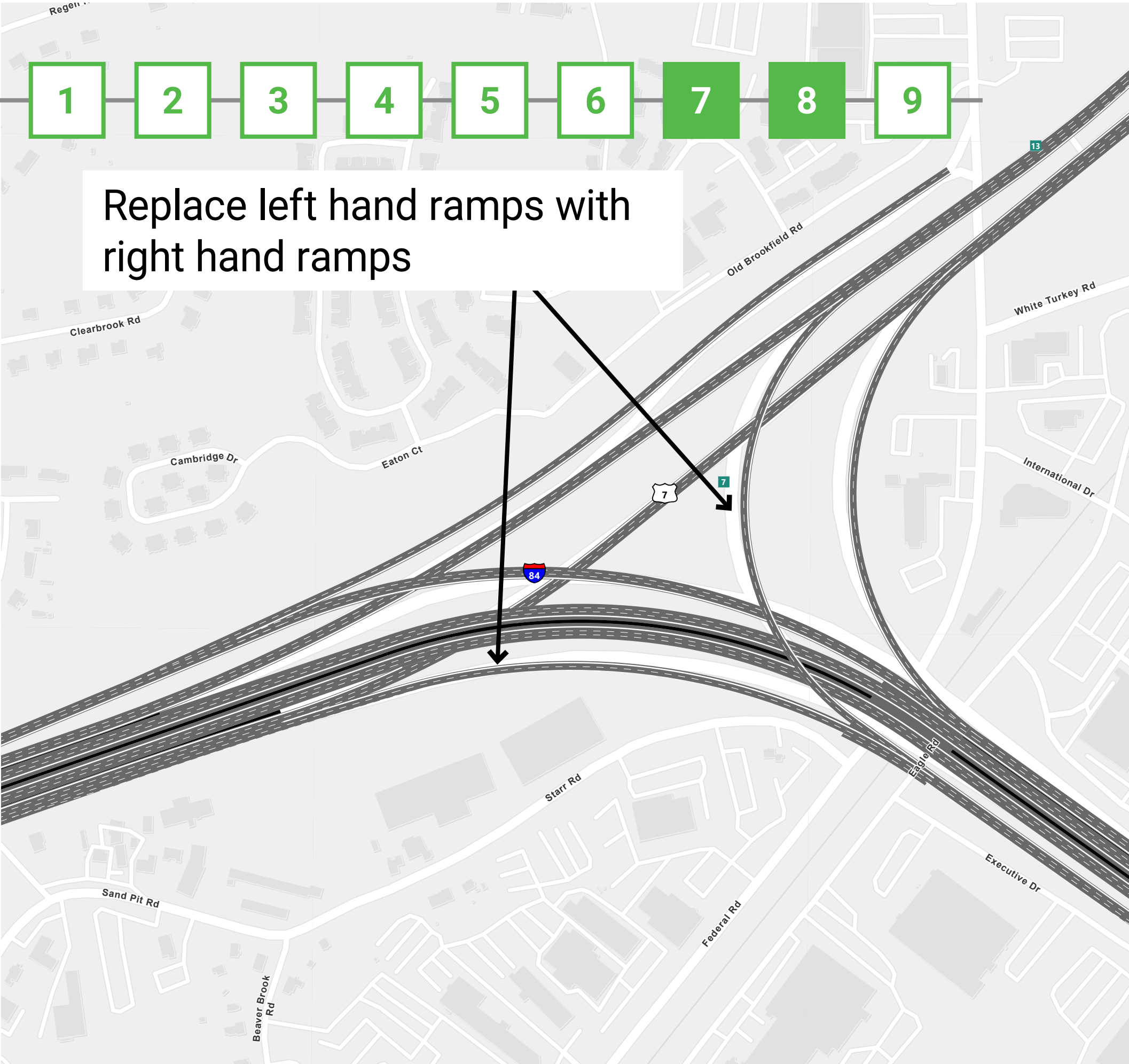
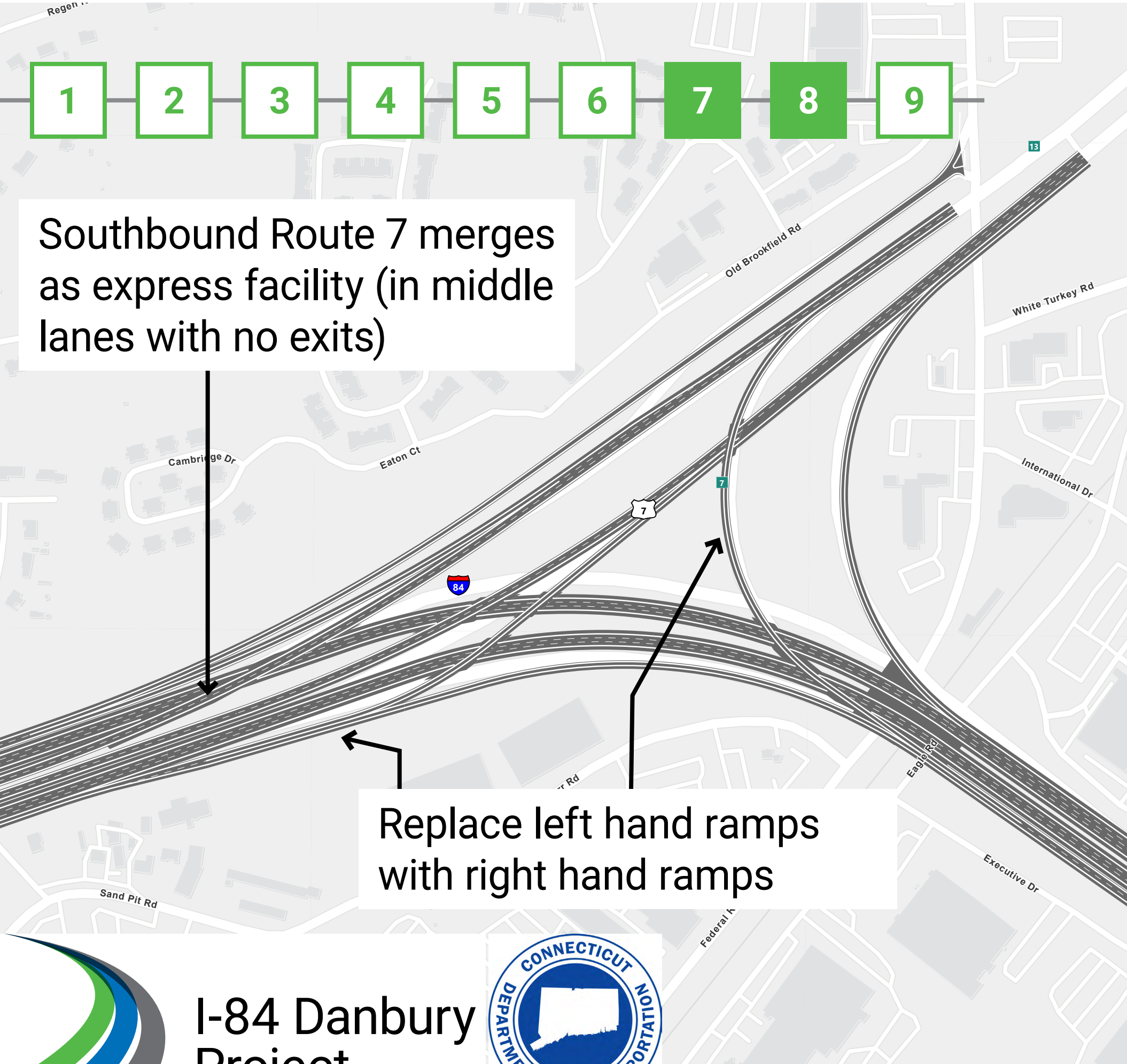
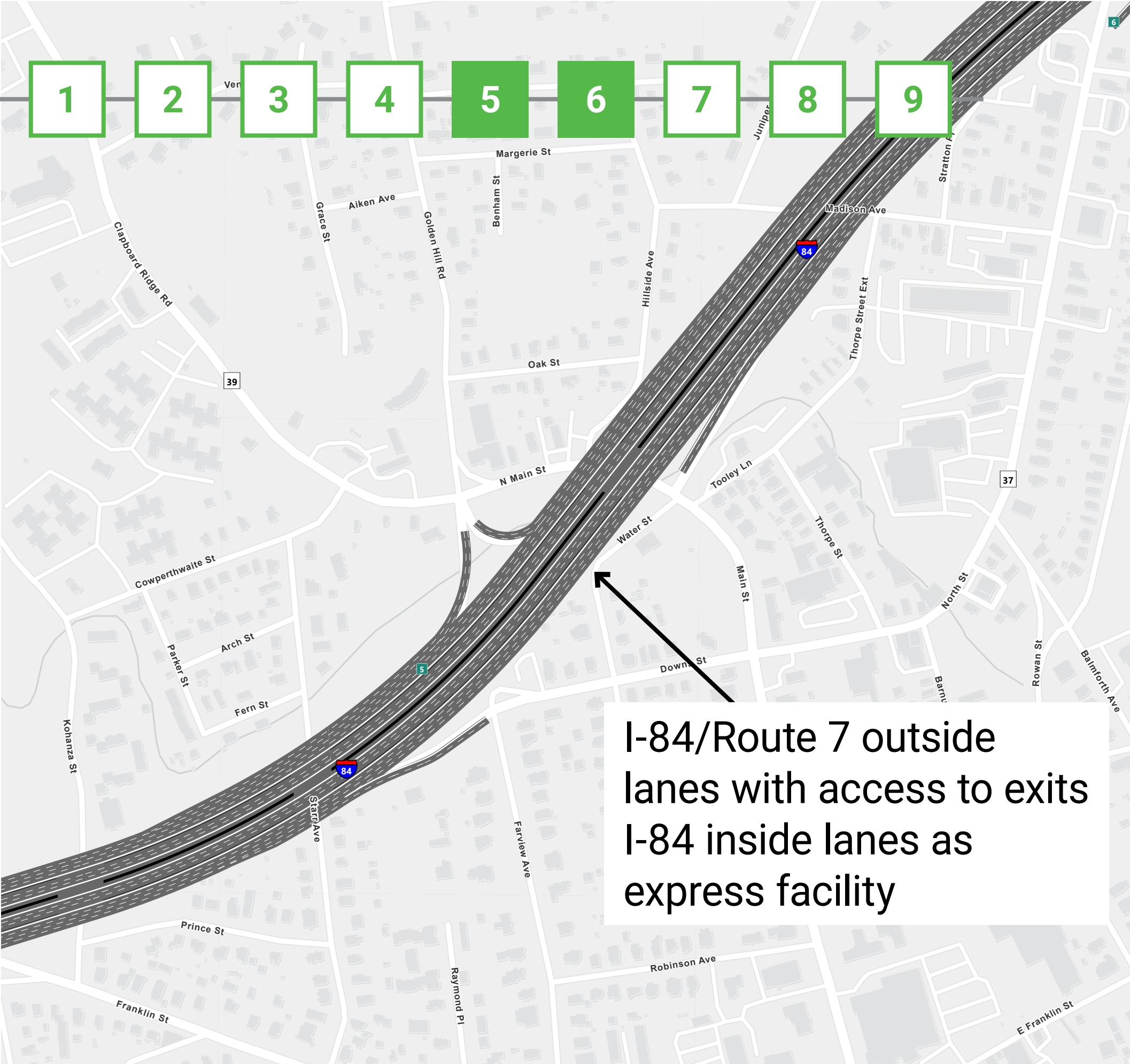
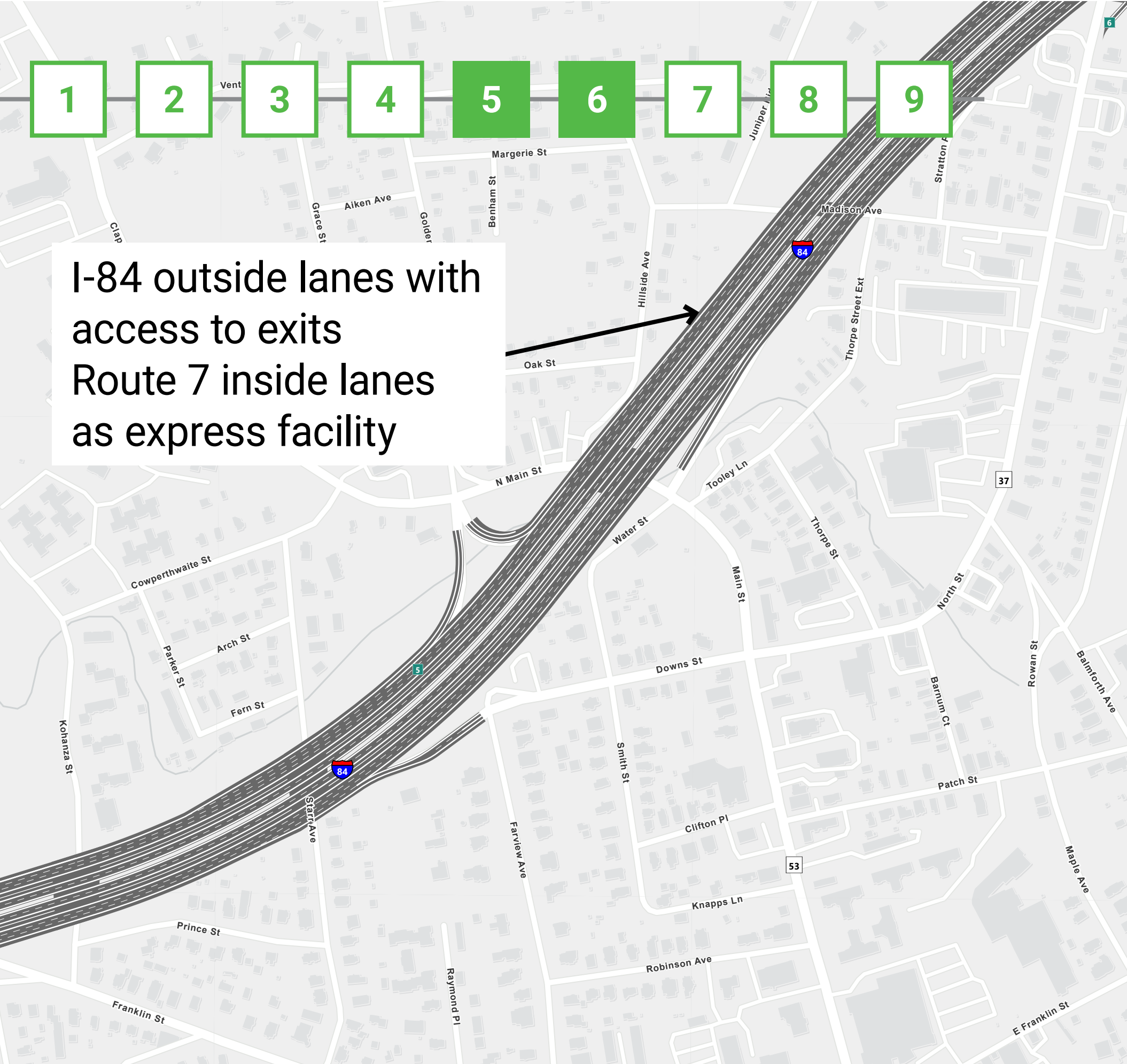
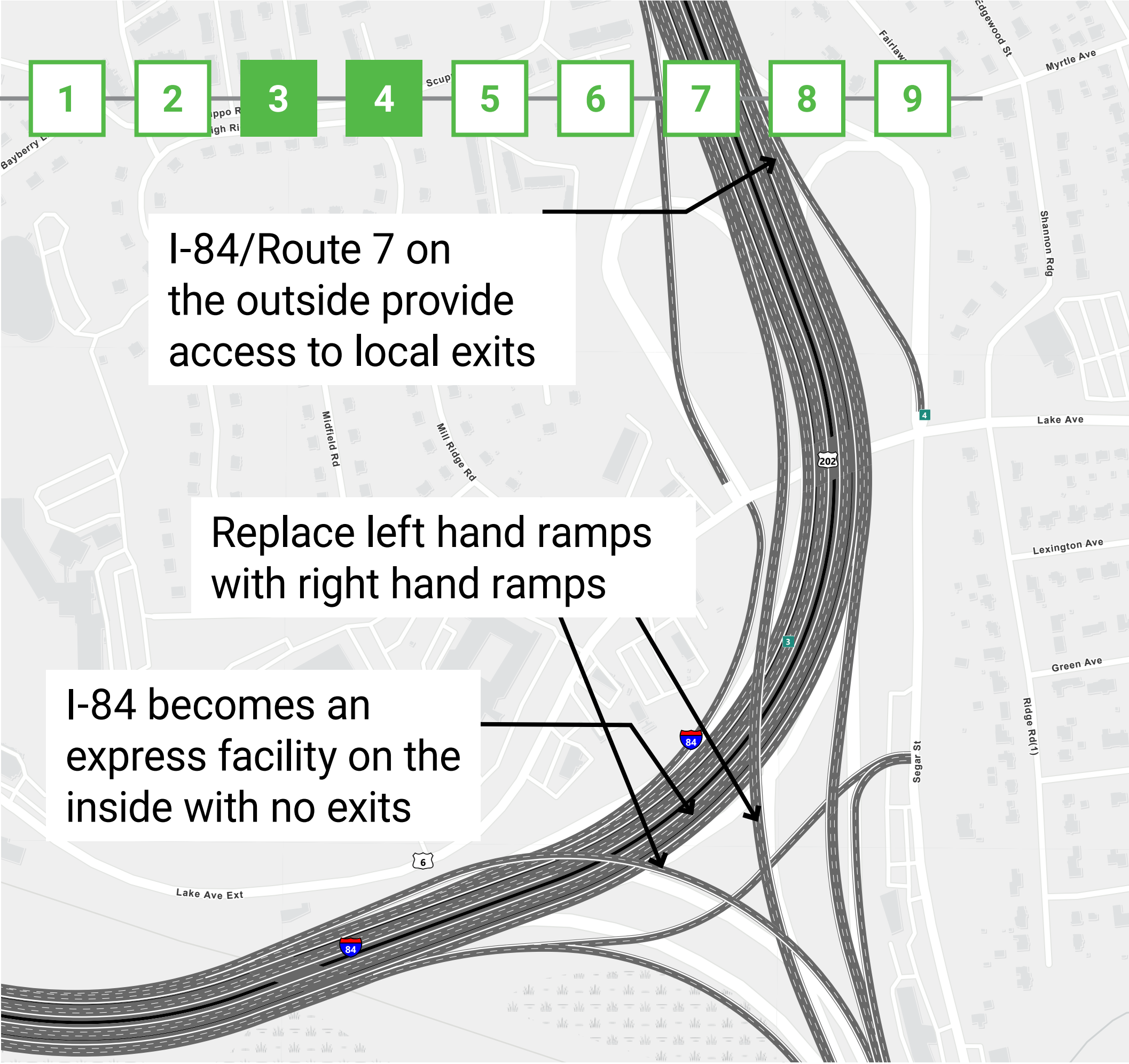
Affected Interchanges

Maps are not to scale

Concept 9: Route 7 Median



Concept 22: I-84 Expressway



Non-Highway Improvements

Examples of Non-Highway Improvements

- ⇒ Transit facility / route / service improvements

⇒ Carpools / vanpools

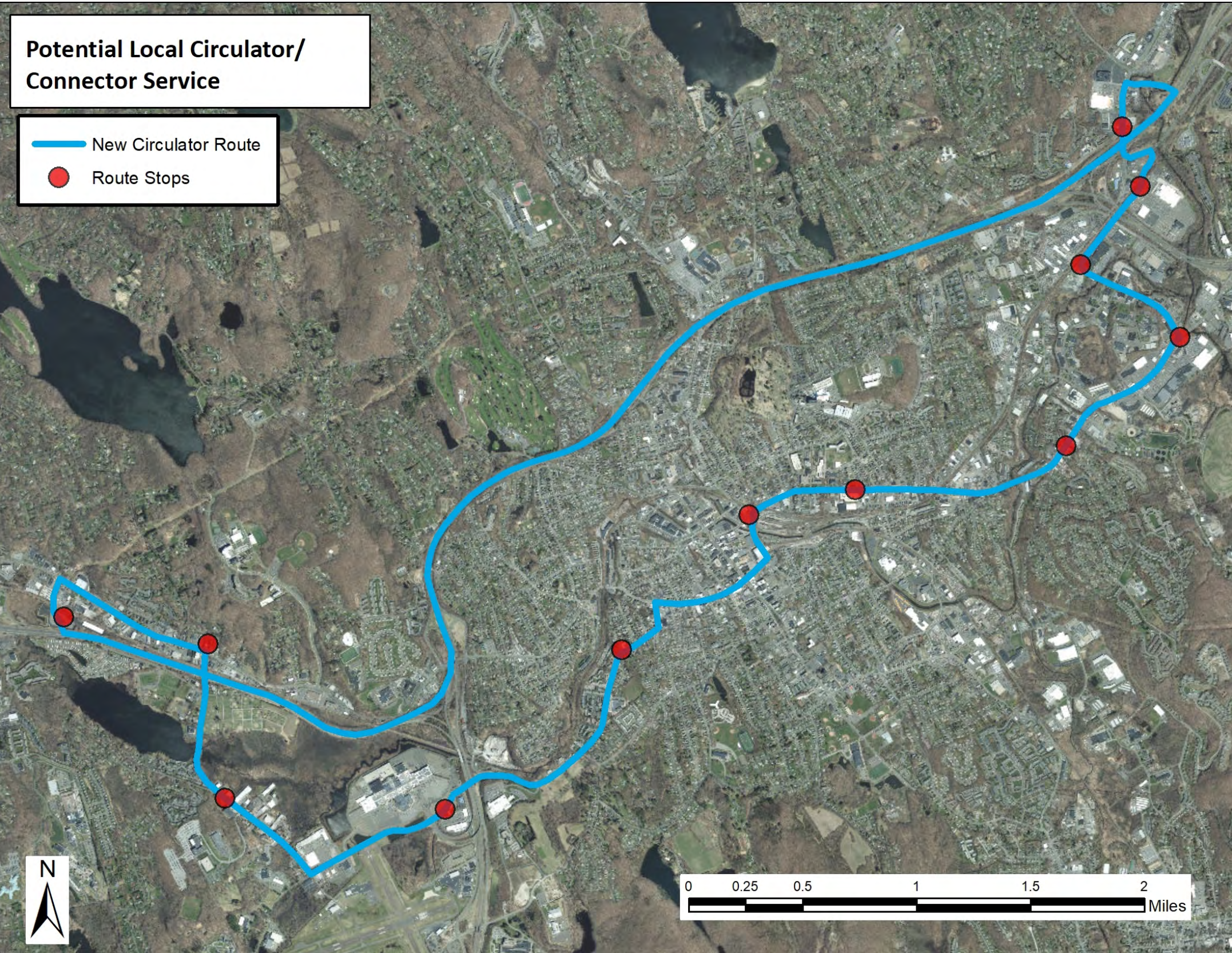
⇒ Intermodal connections

⇒ Commuter shuttles
- ⇒ Bicycle and pedestrian improvements

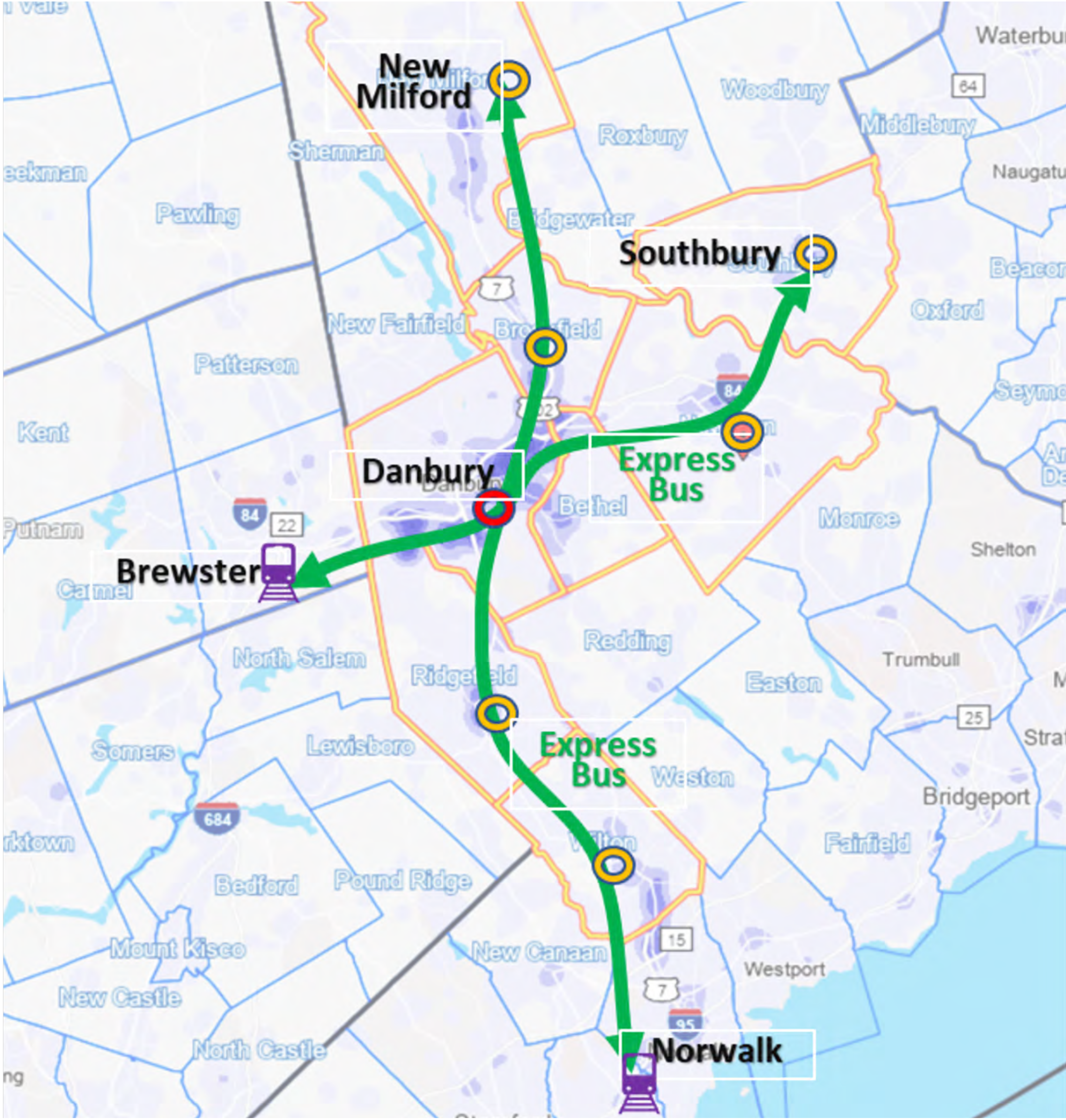
⇒ Tele-commuting programs

⇒ Flexible work schedules

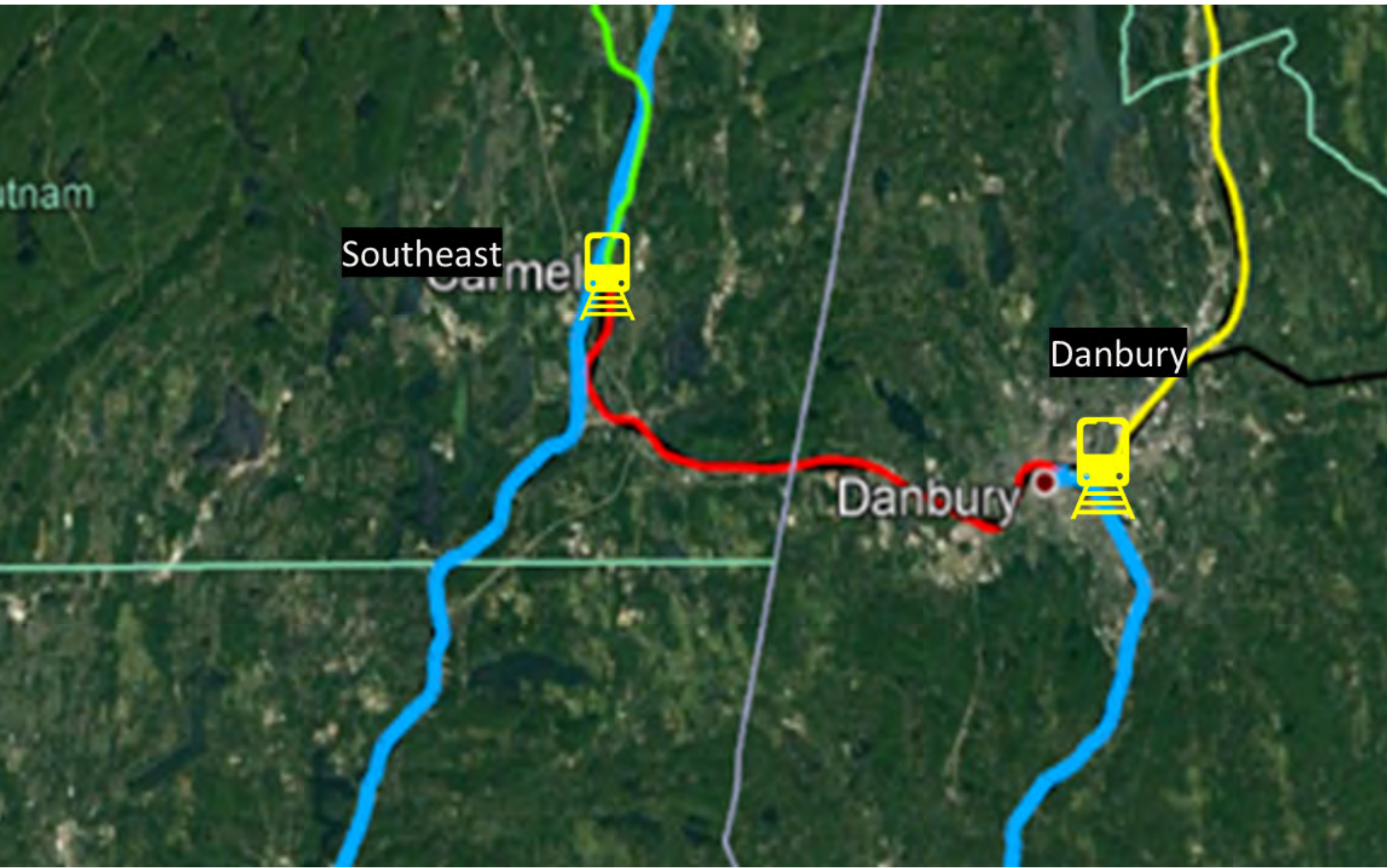
⇒ Taxi and shared vehicles



Improvements to local bus transit service



Improvements to regional bus transit service



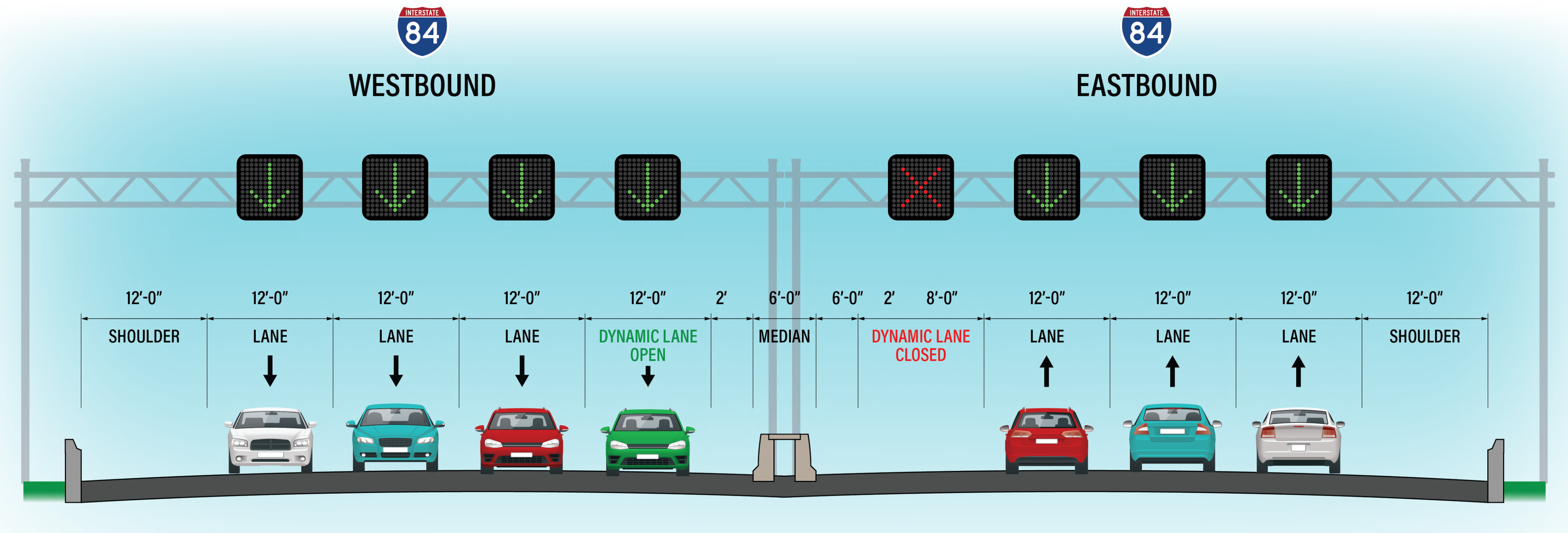
Planned Maybrook Line Rail Service



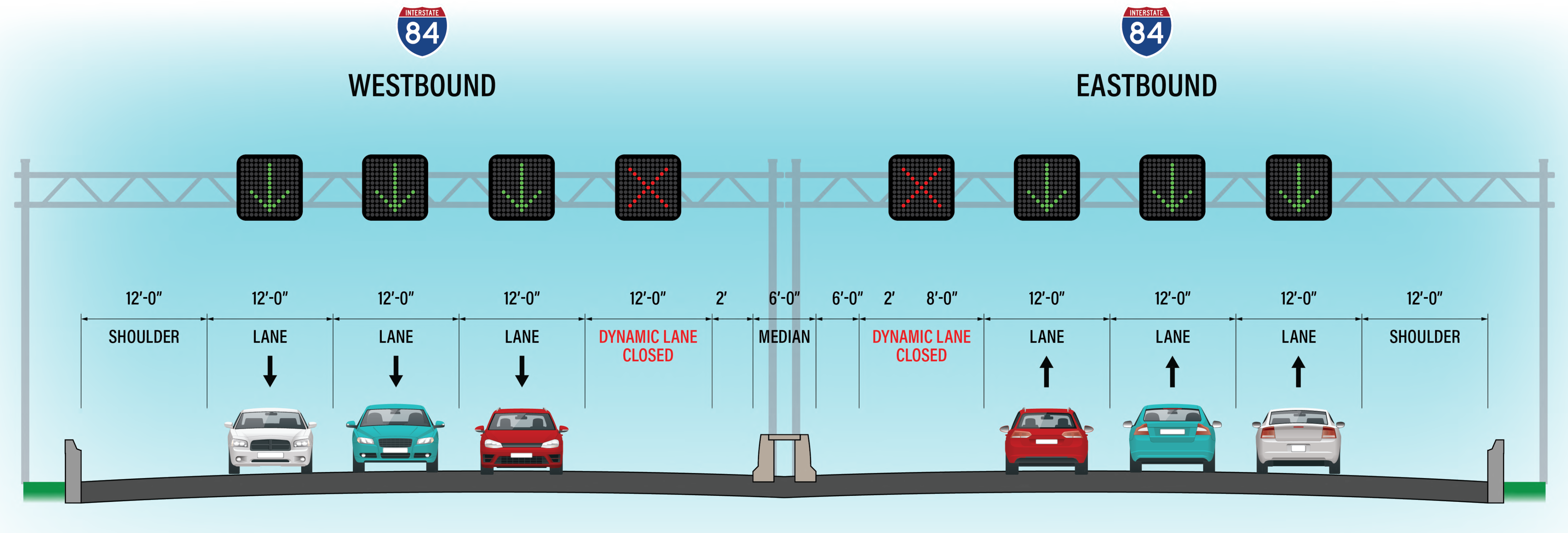
Potential bicycle routes

Dynamic Lane Use

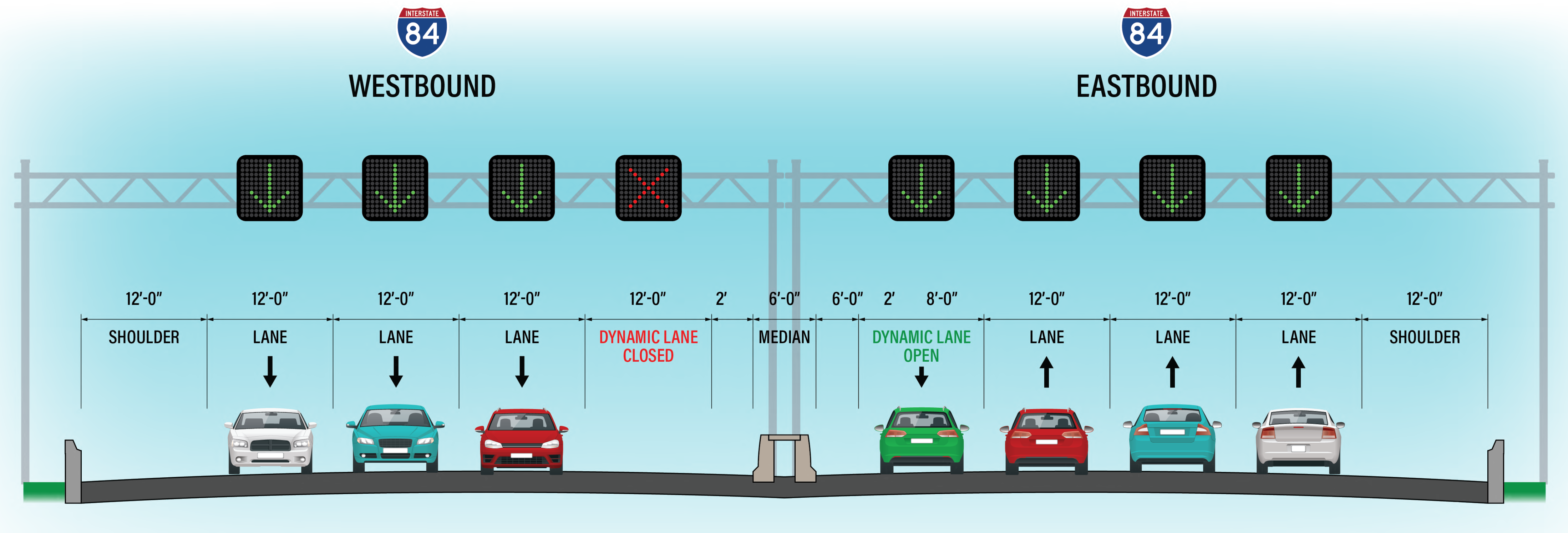
AM Peak



Mid-Day Off-Peak



PM Peak



Not Advancing Concepts

	Mainline Segment		West Segment	Center Segment					East Segment				
Not Advancing Factor	Concept 5	Concept 8	Concept 7	Concept 2	Concept 11	Concept 17	Concept 24	Concept 25	Concept 10	Concept 18	Concept 19	Concept 20	Concept 21
Does not reduce congestion	●			●				●					
Does not improve mobility	●	●		●				●					
Constructability is a concern		●	●	●	●	●	●	●		●	●	●	
Creates a redundant highway network			●										
Maintenace of highway is a concern			●										
Does not meet design standards					●								
Significant property impacts		●	●	●	●			●		●	●	●	●
Impacts to several environmental resources				●				●		●	●	●	●
Disrupts community cohesion			●	●				●					
Impacts to undeveloped parcels of land												●	
Impacts to active burial sites				●									
Requires relocation of the West Lake Water Treatment Plant			●										
Redundant with other concepts				●			●		●				●

What We Have Heard



Get Involved!

-  I-84 Danbury Project
-  @I84Danbury
-  @I84Danbury
-  info@i84danbury.com
-  www.i84danbury.com